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## FRISCO'S PLANS FOR HER GREAT SHOW

**Panama-Pacific Exposition Will Cost More  
Than Any Other Ever Held—Eighty  
Millions Will Be Spent.**

San Francisco is planning to entertain the world on a grand scale in 1915. Before the city had been selected as the location for the Panama Canal Exposition more than \$17,000,000 had been publicly contributed in California for the big show. Since then the public fund has reached \$22,000,000. It is estimated that more than \$80,000,000 will be expended on the exposition.

Several sites will be occupied by the buildings, but according to a writer in Harper's Weekly they will be units in a superb group. The two principal sites are at Harbor View and in the west side of Golden Gate Park.

Harbor View lies as a crescent on the bay half way between the ferry and the sea. Golden Gate Park faces the Pacific Ocean and runs back to the city. A winding boulevard will be the link between these two sites. A trackless trolley will run over it and it will be a permanent addition to the city's attractions.

At Harbor View will be located the Midway and other features that lend themselves to brilliant electrical effects. An existing lagoon will be converted into a superb yacht harbor; an aquarium will be located there and the most marvellous collection of the strange and brilliantly colored fish of tropic waters will be brought together.

Also at Harbor View will be located great structures to house the heavy exhibits that may be unloaded from ocean-going vessels directly upon the grounds. Among these will be the manufactures and machinery building the Palace of Liberal Arts and the buildings to house industrial features.

Lincoln Park is a lofty knoll 150 acres in area, 200 to 300 feet above the waters of the Golden Gate. The park will be adorned with terraces and statuary and an observation cafe, glass enclosed and of several stories. But the crowning achievement will be the St. Francis Memorial Tower, a huge commemorative edifice which, like Bartholdi's Statue of Liberty, will welcome vessels from afar.

Plans have been accepted and the tower will be 850 feet high, including the shaft and a granite anchored base 226 feet square. The shaft will be eighty-five feet square, of steel construction and of marble and terra cotta veneering. The approximate cost will be \$1,000,000. From its summit one will be able to look almost straight down upon the waters of the Golden Gate, 1100 feet below.

From Lincoln Park south to Golden Gate Park the distance is almost one mile. Between these parks the exposition directors have secured a connecting strip of 200 acres of privately owned land that will be devoted to the use of foreign concessionaires, to live stock exhibits, to gardens, and doubtless to exhibits from Alaska, Hawaii and foreign countries.

One of the most notable foreign concessions will be that just proposed by the Chinese merchants of San Francisco, who have at their command many millions and are enthusiastic. A Chinese display of large dimensions will be surrounded by a model of the great wall of China.

The concession will be built at a cost of \$1,000,000 and it is planned to have the whole work completed by the latter part of 1914. Junks, sampans, temples, and pagodas will be included within the concession, and the visitor may if he wishes take a rickshaw or automobile around the top of the great wall.

Golden Gate Park will be the site of the permanent structures which will remain after the exposition. Among the striking structures here will be a huge concrete coliseum to surround an existing stadium with a seating capacity of 75,000 people and in architecture like that at Rome. Awnings will shade it and it is planned that an automobile racetrack shall pass into the stadium.

A marble art gallery with the noted paintings of the world will be among the features, while a chain of lakes at different levels will be connected by a working model of the Panama Canal. In Golden Gate Park Japanese and Chinese residents of the Pacific coast may build typical edifices in which their societies can meet and their archives may be kept.

Perhaps the most remarkable and unusual feature will be a wonderful series of Chinese, Japanese and Hawaiian gardens. The rarest plants of the tropical Orient will be shown with those of more temperate regions. The marvels of Oriental gardening as developed for centuries will be expounded and a wonderful Hawaiian water garden is planned. Many acres will be comprised in this exhibit.

All told San Francisco will spend more than \$100,000,000 in public improvements within the city itself. The State of California has voted \$9,000,000

in bonds for piers and improvements on the San Francisco waterfront, aside from the \$5,000,000 it has appropriated for exposition purposes. The construction of that portion of the scenic boulevard which will lie in the Presidio is among the works which it is anticipated the Government will undertake, while the Presidio affords a splendid opportunity for the most comprehensive military and Government service display ever made.

The ferry building at the foot of Market street will be the entrance to Exposition City, with a grand court of honor and probably viaducts to permit visitors to pass from either side of the street. Near the junction of Market and Van Ness will be established a civic center with a great auditorium to accommodate conventions during the exposition. A new city hall to replace the one demolished in 1906 will form the nucleus of the civic center, and Mayor Rolph announces that this structure, to be built in classic style, will be completed by March 1, 1915.

Private capital will erect a grand opera house at the civic center and other structures within a considerable radius will be built or remodelled to conform to the general architectural design. Telegraph Hill, looming 287 feet above San Francisco Harbor, will be terraced and surmounted by the tallest wireless tower that can be constructed; from the tower messages will be flashed to ships passing through the Panama Canal.

The exposition will have at its opening event a battleship parade through the Golden Gate, composed of a composite navy of the fleets of the world. This fleet, the largest ever brought together, will be reviewed by the President of the United States and foreign dignitaries at Hampton Roads and will then proceed via the Panama Canal to the Golden Gate, arriving in San Francisco Harbor about two weeks after the exposition opens. From unofficial advice it is anticipated that more than one hundred foreign battleships in addition to those of the United States will participate in the display. Every nation in the world that has a battleship will be represented by a President Moore.

Following the assemblage of battleships in San Francisco Harbor will come a succession of major events at intervals of two months apart, with minor events between. Among the major events will be a series of parades and pageants for a week. Down the streets of San Francisco in exposition days will pass such Oriental pageants as the world has never seen. China, Japan, the Philippines, India and other Oriental nations will join in a series of displays which will rival the Durbar in magnificence and perhaps surpass the Durbar in viewpoint of diversity by reason of the many nations represented.

### CANNED BABY—

AMERICAN STYLE, 1912.

A novel baby holder is shown in a patent recently issued at Washington to a resident of Evanston, Ill. It is a cylindrical can of sheet metal, having a side door through which the baby may be placed into and removed from the can. At the top is a lid so the baby's head may stick out of the upper end of the can when the baby is standing up or sitting down, an adjustable seat being provided on which the baby may be seated. The can is pivoted near one end to a suitable support so it may hang vertically when the baby is sitting or standing; or the can may be arranged horizontally and so held by a strap that the baby may lie prone to sleep. Perforations are provided to afford the infant necessary air. That the designer does not intend the "can" for home use only, is evidenced by his adapting it for adjustment to any standing structure, including the back of a seat in a railway car.

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